

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 22 FEB 1933)

Date of writing Report 18. 2. 1933 When handed in at Local Office 18. 2. 1933 Port of Marseilles

No. in Survey held at Marseilles Date, First Survey 31. 1. 33 Last Survey 14. 2. 1933 (No. of Visits 7.)

7633 on the Machinery of the Wood, Iron or Steel S.S. "MICHALAKIS"

Age { Gross 3140 Net 1933 Vessel built at Dumbarton By whom A. Mc Millan & Son Ltd When 1904 - 10

Nominal Horse Power 320 Engines made at Glasgow By whom Dunsmuir & Jackson Ltd - do - 1904 (Donkey) 1904

No. of Main Boilers 2 Owners N. Eustathiou & Co Owners' Address (if not already recorded in Appendix to Register Book) Port Syra Voyage Buenos Aires

No. of Donkey Boilers 1 Managers If Surveyed Afloat or in Dry Dock? yes (State name of Dock.) Quai English & No 2 DP

No. of Main Boilers 2 Steam Pressure in Main Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned or new acquired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100A.1.2.31		#L.M.C. -
S.S. MSL. 2nd		M.S. 1.28.
No 3.12.28		B.S. 18.32.
		T5 (CL) 1.32

Particulars of Examination and Repairs (if any) + L.M.C. (M.S)

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Has a damage report been made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " " Donkey " " " "

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 6 to 8 ft

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

How done:-

Vessel placed in dry dock, propeller, aft end of tail shaft, sea fastenings valves cocks examined & found in good condition.

Examined cylinders, pistons, valves & their casings, crank, thrust & intermediate shafts, condenser, main & auxiliary pumps & their connections, main steam pipes (in place) & found in good condition

Repairs Wear & Tear Air pump Rod skimmed up, new neck & gland bush. Circulating pump Rod Renewed, " " " " Condenser tested found satisfactory

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh Record of + L.M.C. (M.S.) 2.33.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c. thus, for example, B.S. 9.11, B.&M.S. 9.11, or + L.M.C. 9.11, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 15.60 Special Damage or Repair Fee (if any) (per Section 29) £ 36 Travelling expenses (if chargeable) £ 36

Fees applied for 18.2.1933 No. 1596 Received by me 20.2.1933

W. H. Waggott Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 3 MAR 1933 Assigned W.S. 2.33

CERTIFICATE WRITTEN

Lloyd's Register Foundation W681-0094

Insert Character of Ship and Machinery precisely as in the Register Book.

SS not due 12-32 held.
Minor repairs done

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. *See MS 233*

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1/3/33

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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